

Entertainment.

HONGKONG SMOKING CONCERT CLUB.

THE NEXT CONCERT will be given on SATURDAY, the 11th January, at 8.15 p.m. COMMANDER TUNNARD in the Chair.

JAMES A. LOWSON,
Hon. Secretary.

Hongkong, January 7, 1896. 51

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Thalia*, Capt. R. CHRISTIANSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from the above.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. TO-DAY.

Any Cargo impeding for discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 3 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, January 4, 1896. 33

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALOUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 3rd inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., General Managers.

Hongkong, January 2, 1896. 7

Intimations.

A TERRIBLE COUGH.

"Dear Sir, I am a poor man, and am suffering from a terrible cough, and I have tried every remedy, but I have not been able to get any relief. I have heard of your medicine, and I have bought it, and I have taken it, and I have been cured. I am very grateful to you for your medicine, and I am sure it will be of great service to many other people who are suffering from the same complaint."

A DOCTOR'S TESTIMONY.

"I have, indeed, great pleasure in adding my testimony to your excellent preparation of Cough Lozenges, and I have prescribed it now for the last eight years in my hospital and private practice, and I have found it of great service. I have also found it of great service in the treatment of Coughs, Bronchitis, and other respiratory affections. I have found it to be a most reliable and effective remedy, and I am sure it will be of great service to many other people who are suffering from the same complaint."

USE KEATING'S LOZENGES.

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To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Caledonia*, Capt. L. BLANC, will be despatched for the above Ports TO-MORROW, the 9th inst. at 3 p.m.

For Freight or Passage, apply to O. TOURNAIRE, Acting Agent.

Hongkong, January 8, 1896. 56

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

The Co.'s Steamship *Patagonia*, Capt. H. ALLEN, Commander, will be despatched at 5 p.m. on FRIDAY, the 10th inst. at 5 p.m.

For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, January 8, 1896. 2473

FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship *Arcton*, Capt. J. E. HANSEN, will be despatched for the above Ports on TUESDAY, the 14th inst. at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SOHNS & Co., Agents.

Hongkong, January 8, 1896. 54

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL (DIRECT), VIA PORTS OF CALL.

The Co.'s Steamship *Chingpo*, Capt. J. GRAY, Commander, will be despatched at 5 p.m. on FRIDAY, the 10th inst. at 5 p.m.

For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, January 8, 1896. 53

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 22nd January, 1896, at Noon, the Company's S.S. *SEDERY*, Commandant AUBERT, with MAIL PASSENGERS, SPRUCE, and CARGO, will leave this Port for the above Ports.

Cargo and Passengers will be requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from the above.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. TO-DAY.

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Hongkong, January 2, 1896. 7

INSURANCE.

THE MANCHESTER FIRE ASSURANCE COMPANY.

(ESTABLISHED A.D. 1824).

CAPITAL PAID UP £200,000.

TOTAL FUNDS AND SECURITIES £2,619,000.

NET ANNUAL FIRE PREMIUMS £757,468.

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

HOLLIDAY, WISE & Co., Agents.

Hongkong, January 1, 1896. 12

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED £450,000.

CAPITAL PAID UP £180,000.

TOTAL INVESTED FUNDS EXCEED £2,619,000.

TOTAL ANNUAL INCOME £774,946.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, is prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING, Agent.

Hongkong, January 1, 1896. 12

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st December 1894, £1,071,018 2s. 2d.

Authorized Capital £3,000,000.00.

Subscribed Capital £2,750,000.00.

Paid up Capital £287,500.00.

Fire Fund £2,410,932.73.

Revenue Fire Branch £1,546,856.18.

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN & Co., Agents.

13 July, 1895. 1300

To-day's Advertisements.

SHELL LINE OF STEAMERS.

FOR HAYRE, LONDON AND HAMBURG.

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Hongkong, January 8, 1896. 53

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Hongkong, January 1, 1896. 12

Vessels Advertised as Loading.

Destination. Vessels. Agents. Date of Leaving.

Australian Ports.....Changsha (s).....Butterfield & Swire.....Jan. 14, at 3 p.m.

Baltimore.....Any Tanager.....Siemens & Co.....Jan. 14, at 3 p.m.

Genoa and Marseilles.....Arnold, Karberg & Co.....Jan. 14, at 3 p.m.

Havre, London & H'g.....Arnold, Karberg & Co.....Jan. 14, at 3 p.m.

Japan.....Arnold, Karberg & Co.....Jan. 14, at 3 p.m.

London, Liverpool & C.....Arnold, Karberg & Co.....Jan. 14, at 3 p.m.

London, v. Suez Canal.....Arnold, Karberg & Co.....Jan. 14, at 3 p.m.

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London,

TELEGRAM was received in Singapore on the 25th December announcing the death of Alexander of Brother Abbas, who until 1893, was Director of the St. Joseph's College, Hongkong.

THE law of the sea was brought before Mr. S. B. Smith at the Magistrate's Court this morning charged with obtaining money and four finger-rings valued at \$6.90 from a woman on board the launch Kam-on on a voyage from Victoria to Hongkong. The woman was induced to take part in a game of dominoes in the course of which she was tricked out of her money. Each of the men was sentenced to four months' imprisonment. The money and rings were returned to the woman.

It is reported by the *China Gazette* that the Shanghai Tactel has been ordered to consult with the British Consular authorities there in reference to the claim of the British steamer *Birkhead*, which was sunk through the ice in the Gulf of Korea several months ago. The *Birkhead's* claim is for \$15,000.

AT Yon-shih, in Tonkin, there appears to be going on a regular siege of a well-fortified and regularly garrisoned place. Four columns of troops surrounded this stronghold and after a bombardment by machine guns the defenders fled and escaped in the jungle despite the precautions of the French troops. According to the telegrams supplied to the press by the authorities the French had captured the place, and the French had killed, and a few native troops wounded. The loss of the enemy is said to be heavy.—*Siam Free Press*.

THE question of horses for the Japanese has been to be generally discussed, according to the *Yokohama Specie*. The Diet, last session, voted a sum of about twelve thousand yen to defray the expenses of a commission of inquiry, and the commission—appointed by the Department of Agriculture and Commerce—were said to have reported in favour of purchasing thoroughbred sires from America, England, and Australia, those obtained from the last mentioned country being, of course, the celebrated trotter variety. The price to be paid for these horses is put at 2,000 yen each, at most, and twenty breeding pairs are recommended to be established. The Japanese are said to be anxious to purchase the best of the breed, and the total cost of the enterprise being estimated at over three million yen. The purchase of an improved breed of military horses alone is not to be the object; ordinary riding horses and pack horses are also to be included in the programme.—*Japan Mail*.

THE representatives of the Osaka Shosen Kaisha who have been visiting Formosa and the Southern ports of China to acquire information with respect to the shipping trade, returned to Osaka on Saturday, says the *Kobe Chronicle* of the 27th December. They report that the objects of their mission have been accomplished, and that they have obtained considerable information in gathering the information they desired. The agents of the Douglas line were so much on the alert, it seems, that they would not issue reports to their shareholders while the shipping Japanese were about. The Commission have come to the conclusion that the shipping line is almost entirely in the hands of Englishmen along the Southern coast of China, and if the Osaka Shosen Kaisha start lines in those directions they must be prepared to compete with English ships—facts, all of them, that could have been obtained in five minutes and without the expenditure of a cent.

WIRE reported to certain troubles that have occurred at Nagasaki between the *Shikoku* and her Japanese passengers, the *Nagasaki Shipping Ltd* has made inquiries and learns that the vessel was chartered for a round trip to Formosa, by Messrs. Bennett & Co., of Kobe. On the 27th December, 1895, \$1,000 was paid to the charterers, the balance being paid when the vessel arrived at Nagasaki. Mr. C. E. Boeddinghaus had previously received a communication from the charterers, asking him to act as their agent, and to pay any sums received for freight or passage to the captain, and this he undertook. The captain of the *Shikoku*, however, refused to sail until the balance of the charter-money was paid, and held the cargo, amongst which was a quantity of goods belonging to some of the Japanese passengers, as security. This they did not exactly appreciate, and went in a body to the office of Mr. Boeddinghaus, where some of them became very violent and threatening, so much so that the police had to be sent for.—*Kobe Chronicle*.

THE Editor of the *Melbourn* is at present on a visit to Tonkin, and has journeyed on line to Langson of which he evidently has a very poor opinion, to judge from an interview published in the *Advertiser*. Mr. Leriche thinks that the line is not worthy of all the sacrifices which have been expended in its construction, and least of all of the 18 millions of francs. When the Governor-general visits the line they brush up the carriages, clean the lamps, arrange soft cushions, etc. But as a general rule all this is neglected. There is, however, one thing to be said in favour of the line, and that is, that it is a great success. It has been a great success in the high rates demanded on the line. Then they weighed his personal baggage, including rugs, hats, etc., and charged Mr. Leriche 4 cents for a receipt. But the *Singapore* Editor made the officials disagree the 4 cents. The Press of the line is disagreeing, says Mr. Leriche. It is in the hands of those who exploit it to their own ends and make the government pay dearly for the luxury of possessing a line which is almost useless to the true commercial interests of the colony.—*Siam Free Press*.

THE officers, non-commissioned officers, and men of the garrison artillery have lived laborious days and years in mastering the scientific details of the big guns and ordnance machines by which they are armed. The fact that they are now being taken up by the superior of the gunners over whom he is set, is a conclusion that he is inferior in technical knowledge to the last-made bombardier. All this is doing gross and flagrant injury both to the garrison and mounted branches. Common sense and the all but unanimous votes of the regiment demand a change which no hope will not be much longer delayed. The necessity for the change will be more apparent when it is stated that officers who have just become what may be termed completely proficient and trustworthy as leaders of artillery in the field are promoted as captains and majors into the other branch, in which they are quite incompetent. This involves a loss of power and a waste of money which can surely be made good by the selection of experienced and able men.—*Army and Navy Gazette*.

W. ROBINSON and Co. make a special feature of selling Pianos and Organs on the *Wing-Tai* system.

PIRACY NEAR HONGKONG.

two men shot.

The Police have received particulars of a daring case of piracy about sixty miles north of Hongkong. A junk while on a voyage from Pinghai to Hongkong with a cargo of dried persimmons and general merchandise was attacked by two pirate junks and fifty pirates outside Ninshan. The crew of the trading junk observed the pirates approaching, and fired two shots from a cannon, both without effect. The pirates drew alongside firing all the time, threw sinkpots on board, and then boarded. One of the crew was shot in the arm and a passenger in the leg. The crew and passengers were driven below and kept under the hatches while the pirates stored the junk into a bay where it was kept for two days and two nights. About two-thirds of the cargo was removed to the shore, as well as the money and clothing of the passengers. The junk was then taken out to sea and turned adrift and arrived at Hongkong on the 6th inst. The crew numbered twelve men and there were three passengers on board. The injured men were taken to the Tung Wah Hospital. The junk had a capacity of 1500 piculs. The value of the stolen cargo and clothing is set down at between \$8,000 and \$7,000.

NAVAL NOTES.

H.M.S. Grafton left for England to-day with over 500 time-expired officers and men of the Navy. She carries:—From the *Dolphin*—Lieutenants Talbot and Green; Paymaster Jones; Surgeon Kelsey. From the *Pigmy*—Lieutenants Hopkins and Kiddie; Surg. James; Engineer Lawrence. From the *Alacrity*—Engineers McGregor, from the *Power*—Lieutenant Oldham; Surgeon Keogh; Assistant Paymaster Penny. From the *Redoubt*—Lieut. Easty-Powell; Assistant Paymaster Greenwood. From the *Centurion*—Engineer Smith. From the *Spartan*—Lieutenant Thomas.

H. M. S. Dolphin will be inspected on Friday, and will leave probably on Saturday or Monday for the North.

H. M. S. Power will leave for Amoy shortly, and remain there till the middle of February, when she is expected to return and recommission.

H. M. S. Pigmy will be sent on her steam trials on the 16th prox. **H. M. S. Archer** has left Tamsui, via the Coast Fort, and is due here on the 14th inst. **H. M. S. Mercury** will leave at 8 o'clock to-morrow morning. The repairs on **H. M. S. Alacrity** will be completed with all despatch, and the *Redoubt* will be ready for further service on the 31st of March. Even the old *Tamor* (which has graced our Harbour for so long) will be taken in hand most probably about the 1st of April.

We hear that **Lieut.-Com. Phillips**, who served in the *Pigmy*, has been promoted to the rank of Commander.

SPORTING NOTES.

Now that the Christmas and New Year holidays are over the Hongkong Football Cup competition has been going ahead, and Saturday's game concluded the second round. The ties for the third round, which you gave the other day, have not brought the strongest teams together, but the whole of the ties ought to prove interesting, and although I hope to see either the Hongkong Club or the Kowloon Club meeting the *Centurion* in the final, it would not be at all safe to predict the winners of the various ties. I hear the Colts have been making wonderful progress. They have some very fine players amongst them, and they ought to give their formidable opponents, the Kowloon Club, a very stiff game indeed. Whatever is the result of this year's ties I hope the Colts will stick together and not allow their better players to be snatched up by any of the other teams. The more teams we have in Hongkong the better. I see no reason why the Colts, with judicious management, should not prove the finest combination in the Colony with a little more experience and a little more 'biff.'

I had heard so much about the 35th Company of the Royal Artillery that I was inclined to go down to Happy Valley on Saturday and see the tie with the *Centurion*. On my whole, I must say I was very disappointed with the quality of the play. The Gunners were a hopeless failure, in my opinion; they may have some brilliant players but there certainly was no brilliancy on Saturday, individually or collectively. The *Centurion* team was infinitely superior, taken all round, but they have a great deal to learn in the Association game, and unless it be by sheer stamina I do not think they could beat the two leading civilian teams. Their goalkeeper was exceedingly weak; the right back plays a strong game if he would only use a little more judgment in tackling. The half-backs were an exceedingly poor lot, judged on Saturday's game, but the forwards, especially the left-wing, have good ideas of the passing game and will require careful watching in future ties. The brightest play of all I saw you report, was when the *Centurion* broke away in the second half and scored the equalising goal. The centre and assistant left got the ball nicely through the front rank of the Gunners, sent the ball out to the wing to their speedy and sure left winger, who dribbled to within twenty yards of the goalposts and passed the ball right across the goalmouth to the right wing, who scored with a low swift shot that could have beaten any goalkeeper.

From the disposition of their men, had I not known the reputation of the Royal Artillery team, I should have said they did not know anything about the first principles of football. Three of their forwards were invariably a long way ahead of the rest of the team, and very frequently off sides, so that it was impossible under the circumstances for the forwards to play anything like a combination. Their half-backs tackled far more persistently than the Naval men, but instead of feeding the forwards judiciously, resorted to long kicking in the hope, apparently, that their off-side forwards would follow up the ball without being observed by the referee and thus be enabled to score. Of course, this may be the Artillery idea of football, but if that is so all I can say is that it is a very poor idea. Their backs played roughly and indulged far too much their propensity to kick into touch. The goalkeeper is an excellent custodian, and could scarcely have saved the points scored against him. One defect of the play of the *Centurion* was that of being too slow on the ball. When the ball was returned by the Artillery backs they invariably allowed the Artillery forwards to take it up. If they had resorted to the forcible tactics of their opponents, there might have been more accidents—though I doubt it—and they would most certainly have further demoralised the Artillery play. I admired the *Centurion* for their clean play in the face of much provocation. If they want to go higher up in the competition, however, they ought to strengthen their half-back division, and although Blount played a plucky game at centre half I think he could be easily improved upon. His attempts to break up the little combination there was in the Artillery play were very ineffective.

A game, if it can be arranged, will be played between the Hongkong F.C. and the *Centurion* on the 16th instant (Thursday). The Club team being a representative one. Some changes I note have been made. D. Wood will go in Goal (and will be a valuable acquisition, as someone is wanted who can kick to clear). Lt. P. G. Davies and E. W. Maitland will be the backs; Blain, Oliver and Lecker, halves; Campbell and Mackay (inside) will now play on the right, Hancock in the centre and Firth with Townsend (outside) on the left. Hancock was not an unequal success on Monday. He must do considerably more passing and feed his wings instead of dribbling back towards his own goal. All the forwards will find when hard pressed, judicious back passing (along the ground) to their halves is much more beneficial than endeavouring to tackle or overtake a man and thus interfere with the free scope of the half-back's play. The Club will not play its tie with F. Company, R.B., till the end of the present month.

Mr Oliver was a capital referee at Saturday's match. Although there was a good deal of rough play he did not unduly interfere with the game, and his decisions were obeyed without question. Writing of referees reminds me of a story told of a gentleman who entered a bank in the North of England and presented a cheque at the counter. Being a stranger, the cashier required him to be identified, and asked, 'Can you produce a friend?' 'I'm a football referee,' I don't think Mr Oliver endangered any friendships on Saturday.

To-morrow afternoon, on the Happy Valley, the Hongkong Football Club will hold a Rugby practice game. As many players as possible are requested to attend. Pick-up on the field. Kick-off at 4.30.

The Hongkong Chess Club is preparing for a busy season between now and the end of April. Several matches are on the tapis, and the members have just been classified for a handicap competition to end on the 29th February. The prize is valued at \$10, and the conditions are such that every member has an equal chance of carrying off the prize. Upon the play for this prize the members will be re-classified and a competition will be held for a Cup presented by the President, Lieut.-Colonel The O'Gorman. There is also some talk of a match between the Portuguese community and the Chess Club, and an international competition with teams of five each. Colonel O'Gorman still retains the Championship of the Club. There are no lack of challenges and the Champion is likely to be kept busy defending the Cup and title during the next few months.

The Chess Club is now located in its new premises at Thomas's Grill Room. Mr. Harley, himself an enthusiastic chess player, is taking the keenest interest in the Club and doing all he can for the comfort and convenience of the members and visitors. The rooms are open daily from 4 to 11 p.m. Any chess player not a member of the Club receives a warm welcome and usually has no difficulty in having a game. The other night an officer from the U.S.S. *Detroit* won a game against one of the strongest players of the Club. Surely there are plenty of chess-players in the British Army and Navy, and I see no reason why the Military or the Navy, or both combined, could not raise a team of reasonably large numbers and considerable strength to challenge the Chess Club. Matches are certainly stimulating and the Committee is quite right in promoting as many matches as possible during the remainder of the winter season.

The Yokohama Chess Club meets every Monday and Thursday at the Club Hotel from 5 to 11 p.m. The Tokio Chess Club meets at the Tokio Hotel every Friday from 1 to 7 p.m.

The following cutting from a Singapore newspaper may be included in my notes this week:—

'Miss Annie Londonderry, the lady bicyclist, is held up to exhibition by the writer of Sporting Notes in the *China Mail*, as a "belliant and original fictionist" in her own account of her travels. She had no such ear and the wounds she declared she had received. We are grieved to have to endorse the verdict summed up in the epithet "Miss Annie Nias," but reference for the Eternal Verities compels us to affirm that this sporting dandy has given fiction and innuendo all along the line. Perhaps it would be better to say that she has displayed a constant feminine disregard for common, coarse, ordinary facts, and has invested her wanderings with the fanciful play of a graceful and inventive imagination. That is much nicer. But we fear this may not be the case. We are sure, however, that you would have to many things to explain.'

SPECTATOR.

THE TRAGEDY AT SHANKUWAN.

At the Magistrate's this afternoon Mr. T. Sorcombe Smith held an inquiry into the death of an Indian trooper and a Chinaman at Shaukiwan Police Station on the 2nd instant. Inspector Hall said—I am Inspector at Shaukiwan. At 9 p.m. on the 2nd inst. I was in the charge room at Shaukiwan when I heard a shot fired from behind the Station in the direction of the stable. I went out on the steps leading from the compound at the back of the charge room. I saw a Chinaman with a jacket buttoned P.C. 14 and myself ascended him into the charge room and he sat down on the floor. We laid him out on his back on the floor. As he appeared to be wounded I examined him, pulled open his jacket, and found that he had a bullet in the left side. There was also a bullet hole in his back corresponding with the one in front. I asked him what was the matter, through a *huking*. He said 'I am shot.' Then I asked him 'Who shot you?' He replied, 'Sunt Singh.' I asked him what Sunt Singh, and he said the police trooper. We looked up and amongst the pack of his coat for the ambulance to have him taken to the Hospital. I sent him in charge of a police constable. I followed afterwards to the Civil Hospital and found the man had died and was being taken to the mortuary where the body was placed by the coroner's order. When attending the wounded man I heard two shots fired in quick succession from the back of the Station, and P.C. 14 and I went out to search for P.C. 545. After searching round the stables I went into the bathroom of the ground floor and found the body of P.C. 545, Sunt Singh, lying on the floor. He was quite dead. I saw a bullet hole in the right side of his back, and the top of his skull was smashed where the bullet passed through. There was a mark on a joist in the room where the bullet had struck. On again searching the stable we found one loaded cartridge on the stable door, the handle of a doorway of the stable door adjoining was an empty cartridge case; on the corner of the manhole of the same room a total of ten loaded and exploded. There was a blood stain on the wall in the bathroom room in the corner immediately behind the door, and I saw blood on the floor. On the left side of the stable door was a bullet hole in the right side of his back, and the top of his skull was smashed where the bullet passed through. There was a mark on a joist in the room where the bullet had struck. On again searching the stable we found one loaded cartridge on the stable door, the handle of a doorway of the stable door adjoining was an empty cartridge case; on the corner of the manhole of the same room a total of ten loaded and exploded. There was a blood stain on the wall in the bathroom room in the corner immediately behind the door, and I saw blood on the floor.

1.—**LEADER CUP.**—(Presented.) 2nd Pony \$25. For all China Ponies. Winners at this meeting of one race 7 lbs. extra, of two or more 10 lbs. extra. Previous non-winners 7 lbs. extra. Weights as per scale. Entrance \$5. One mile.

2.—**FOURTEEN CUP.**—(Presented.) For all Ponies first rated as Griffins at Amoy or Fookchow. Winners at this meeting of one race 7 lbs. extra, of two or more 10 lbs. extra. Book fee Griffins at date of entry allowed 5 lbs. Weights as per scale. Entrance \$5. One mile and a quarter.

3.—**LADIES' PURSE.**—(Presented.) For all China Ponies. To be ridden by residents of Amoy, Fookchow or Formosa. Catch weights over 11 stone 7 lbs. Entrance \$5. One round and a distance.

4.—**LOTTERY CUP.**—Value \$100. Second Pony \$25. For Amoy Subscription Griffins of this season. Winners of a mile and quarter race or over 5 lbs. extra for each such race won. Weights as per scale. Entrance \$5. One mile and a half.

5.—**CONSOLATION CUP.**—Value \$100. 2nd Pony \$25. For all beaten Ponies that have run and not won a race at this meeting. Weights as per scale. Entrance \$5. One mile.

6.—**ORPHEUS STAKES.**—A forced entry of \$10 each for all winners at this meeting except Nu Dayongman Stakes. Winner of two races \$10 extra, of more than two races \$30 extra, non-winners excluded. Weights as per scale. Out mile and a quarter.

7.—**SHINY WILLIAM.**—Value \$100. 2nd Pony \$25. For Amoy Subscription Griffins of this season. Winners of a mile and quarter race or over 5 lbs. extra for each such race won. Weights as per scale. Entrance \$5. One mile and a half.

8.—**TRIAL STAKES.**—2 miles. Field Marshall, Marshall, 1; Mossyback, Jones, 2; Green, Thomas, 3; Cher, Up, 4; Gedge, 5; Marshall, 6; Hard Times, Marshall, 7; Mercury, Jones, 8. Time—1.02.

9.—**TRIAL STAKES.**—2 miles. Field Marshall, Marshall, 1; Mossyback, Jones, 2; Green, Thomas, 3; Cher, Up, 4; Gedge, 5; Marshall, 6; Hard Times, Marshall, 7; Mercury, Jones, 8. Time—1.02.

10.—**TRIAL STAKES.**—2 miles. Field Marshall, Marshall, 1; Mossyback, Jones, 2; Green, Thomas, 3; Cher, Up, 4; Gedge, 5; Marshall, 6; Hard Times, Marshall, 7; Mercury, Jones, 8. Time—1.02.

11.—**TRIAL STAKES.**—2 miles. Field Marshall, Marshall, 1; Mossyback, Jones, 2; Green, Thomas, 3; Cher, Up, 4; Gedge, 5; Marshall, 6; Hard Times, Marshall, 7; Mercury, Jones, 8. Time—1.02.

12.—**TRIAL STAKES.**—2 miles. Field Marshall, Marshall, 1; Mossyback, Jones, 2; Green, Thomas, 3; Cher, Up, 4; Gedge, 5; Marshall, 6; Hard Times, Marshall, 7; Mercury, Jones, 8. Time—1.02.

13.—**TRIAL STAKES.**—2 miles. Field Marshall, Marshall, 1; Mossyback, Jones, 2; Green, Thomas, 3; Cher, Up, 4; Gedge, 5; Marshall, 6; Hard Times, Marshall, 7; Mercury, Jones, 8. Time—1.02.

14.—**TRIAL STAKES.**—2 miles. Field Marshall, Marshall, 1; Mossyback, Jones, 2; Green, Thomas, 3; Cher, Up, 4; Gedge, 5; Marshall, 6; Hard Times, Marshall, 7; Mercury, Jones, 8. Time—1.02.

15.—**TRIAL STAKES.**—2 miles. Field Marshall, Marshall, 1; Mossyback, Jones, 2; Green, Thomas, 3; Cher, Up, 4; Gedge, 5; Marshall, 6; Hard Times, Marshall, 7; Mercury, Jones, 8. Time—1.02.

16.—**TRIAL STAKES.**—2 miles. Field Marshall, Marshall, 1; Mossyback, Jones, 2; Green, Thomas, 3; Cher, Up, 4; Gedge, 5; Marshall, 6; Hard Times, Marshall, 7; Mercury, Jones, 8. Time—1.02.

17.—**TRIAL STAKES.**—2 miles. Field Marshall, Marshall, 1; Mossyback, Jones, 2; Green, Thomas, 3; Cher, Up, 4; Gedge, 5; Marshall, 6; Hard Times, Marshall, 7; Mercury, Jones, 8. Time—1.02.

AMOY RACES.

Second Day.

Tuesday, 7th January, 1896.

1.—**CHALLENGE CUP.**—Value \$250. A forced entry for all Amoy and Formosa owned Ponies, optional to Subscription Griffins of this season. Half entrance fees to the winner, until the Cup is finally won, when the Second Pony shall receive half the entrance fee. To be won two consecutive meetings, by a Pony or Ponies, the bona fide property of the same owner or owners. Weights as per scale. Entrance \$10. One mile.

2.—**AMOI CUP.**—Value \$100. 2nd Pony \$25. For all bona fide Griffins at date of entry. Subscription Griffins allowed 5 lbs. extra. Weights as per scale. Entrance \$5. One mile.

3.—**MR. BRUCE'S SATRAP.**—Value \$100. 2nd Pony \$25. For Amoy Subscription Griffins of this season. Winners 5 lbs. extra for each race won. Weights as per scale. Entrance \$5. One mile and a quarter.

4.—**MR. BRUCE'S SATRAP.**—Value \$100. 2nd Pony \$25. For Amoy Subscription Griffins of this season. Winners 5 lbs. extra for each race won. Weights as per scale. Entrance \$5. One mile and a quarter.

5.—**MR. BRUCE'S SATRAP.**—Value \$100. 2nd Pony \$25. For Amoy Subscription Griffins of this season. Winners 5 lbs. extra for each race won. Weights as per scale. Entrance \$5. One mile and a quarter.

6.—**MR. BRUCE'S SATRAP.**—Value \$100. 2nd Pony \$25. For Amoy Subscription Griffins of this season. Winners 5 lbs. extra for each race won. Weights as per scale. Entrance \$5. One mile and a quarter.

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26.—**MR. BRUCE'S SATRAP.**—Value \$100. 2nd Pony \$25. For Amoy Subscription Griffins of this season. Winners 5 lbs. extra for each race won. Weights as per scale. Entrance \$5. One mile and a quarter.

27.—**MR. BRUCE'S SATRAP.**—Value \$100. 2nd Pony \$25. For Amoy Subscription Griffins of this season. Winners 5 lbs. extra for each race won. Weights as per scale. Entrance \$5. One mile and a quarter.

28.—**MR. BRUCE'S SATRAP.**—Value \$100. 2nd Pony \$25. For Amoy Subscription Griffins of this season. Winners 5 lbs. extra for each race won. Weights as per scale. Entrance \$5. One mile and a quarter.

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CHINA AND RUSSIA.

A SECRET MISSION.

(Special Telegram from Our Own Correspondent.)

Shanghai, Wednesday, Jan. 8, 0.34 p.m.

Wang-tchang, the late Special Chinese Envoy to Russia, who was successful in carrying out the arrangements for intervention by Russia, Germany and France over the Liaotung question, has been again appointed as a Special Envoy to St. Petersburg.

The purpose of his mission is shrouded by the utmost secrecy, but it is considered by diplomats at the capital to be a matter of great importance and of greater significance at the present crisis.

Wang-tchang is the official who was mysteriously shot at and wounded in Saigon on his way back to China.

LEUTER'S TELEGRAM.

(SPECIAL TO THE 'CHINA MAIL'.)

London, 6th Jan., 1896.

THE TRANSVAAL INCIDENT. Mr Cecil Rhodes has resigned, and Mr Spriggs (Hon. Sir J. Gordon Spriggs, K.C.M.G., M.L.A., Treasurer of Cape Colony) has succeeded him as Premier of Cape Colony.

The English papers unanimously declare that Germany's intervention in the Transvaal is inadmissible.

President Kruger has announced substantial concessions to the Uitlanders.

The National Union has formed a provisional Government at Johannesburg to preserve order and to protect the town against the Boers.

A crowded train of refugees from Johannesburg has been derailed, and 82 passengers killed and injured.

THE AMERICAN LOAN.

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship **KAISAR-I-HIND**,
Capt. E. H. SEYMOUR, carrying Her
Majesty's Mail, will be despatched from
this for BOMBAY, on THURSDAY, the
16th January, at Noon, taking Passengers
and Cargo for the above Ports. (This
Steamer connects at Bombay with the
THAMES, which Vessel takes on her
Cargo for LONDON, via SUEZ CANAL,
leaving that port on the 8th FEBRUARY,
1896).

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
ALF. WOOLLEY,
Acting Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, January 3, 1896.

RICKMERS LINE.

REGULAR MONTHLY SERVICE FROM
BREMEN, MIDDLESBRO, ANTWERP
AND HAMBURG,
VIA SUEZ CANAL TO
PENANG, SINGAPORE, HONGKONG,
SHANGHAI, HIOGO AND
YOKOHAMA.

FROM HOME.

PROPOSED SAILINGS OF THE NEW ELEGANT
STEAMERS OF THE RICKMERS
RICHELING, SHIPWORTH AND
SHIPBUILDING COMPANY OF BREMEN.
(SUBJECT TO ALTERATIONS.)

Dorothea Rickmers..... 3,846 | December.
Deike Rickmers..... 3,700 | January.
Maria Rickmers..... 3,600 | February.
Helene Rickmers..... 3,223 | March.
Sophie Rickmers..... 3,249 | April.
Ellen Rickmers..... 3,600 | May.
Elizabeth Rickmers..... 3,600 | June.

FROM THE EAST.

VIA SINGAPORE
TO HAVRE, BREMEN & HAMBURG,
and other Continental Ports, if sufficient
inducement offered.
(Taking Cargo at through rates to ANTWERP,
AMSTERDAM and ROTTERDAM.)

PROPOSED SAILINGS.

(SUBJECT TO ALTERATIONS.)
Dorothea Rickmers..... 3,846 | February.
Deike Rickmers..... 3,700 | March.
Maria Rickmers..... 3,600 | April.
Helene Rickmers..... 3,223 | May.

THE Steamers are all FIRST-CLASS
VESSELS and are supplied with all the
modern Appliances and powerful Engines.
For further Particulars, apply to
ARNHOLD, KARBURG & Co.,
Agents,
Hongkong, January, 1896.

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths,
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
VICTORIAN PATENT
BINOCULARS AND TELESCOPES.
MILITARY AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christie & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY.
DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest London
FASHIONS, at very moderate prices. 724

SAILOR'S HOME.

ANY Outfit of CLOTHING, BOOKS, or
FURNITURE will be thankfully received
at the SAILOR'S HOME, West Point.
Address: Care of SUPERINTENDENT.

GRIMAUD'S SYRUP.

HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-
sumption, Obstructive Coughs or
Colds and those affected with diseases
of the Chest, lungs and Bronchial
Tubes, should take
GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME.
Prescribed by the leading medical authori-
ties in all countries for the last twenty-
five years with the greatest success, it
continues to retain its reputation where
all other medicines have failed.
Grimaud's Syrup immediately arrests
the Cough, Spitting of blood and Night-
sweats, and the Appetite improves rap-
idly, a fact demonstrated by an in-
crease of weight and healthy appearance.
Grimaud's Syrup has a rose colour,
and is sold in flat oval bottles. Beware
of imitations.
GRIMAUD & Co., Paris. Sold by all Chemists.
For Sale by A. S. Watson & Co., Chemists.

Mails.

Occidental & Oriental Steam-
Ship Company.

PAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Caelio (via Nagasaki,
Kobe, Inland Sea and
Yokohama)..... Tuesday, Jan. 14,
at noon.
Belgio (via Nagasaki,
Kobe, Inland Sea and
Yokohama)..... Saturday, Feb. 1,
at noon.
Caelio (via Nagasaki,
Kobe, Inland Sea and
Yokohama)..... Tuesday, March 3,
at noon.

THE Steamship **CAELIO** will be
despatched for SAN FRANCISCO,
via NAGASAKI, KOBE, INLAND SEA
AND YOKOHAMA, on TUESDAY, the
14th January, 1896, at Noon; connection
being made at Yokohama with Steamers
from Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (for sea route) within one year, will
be allowed a discount of 10 per cent. This
discount does not apply to through fares
from China and Japan to Europe.
All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.
Companies Involved to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of this
Company, No. 7, Praya Central.
J. S. VAN BUREN,
Agent,
Hongkong, January 6, 1896.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via
Nagasaki, Kobe, Inland Sea and
Yokohama)..... Saturday, Jan. 25,
at noon.
China (via Nagasaki,
Kobe, Inland Sea and
Yokohama)..... Saturday, Feb. 8,
at noon.
Pera (via Nagasaki,
Kobe, Inland Sea and
Yokohama)..... Saturday, Feb. 22,
at noon.

THE U. S. Mail Steamship **CITY OF
PEKING** will be despatched to
NAGASAKI, KOBE, INLAND SEA and
SAN FRANCISCO, via YOKOHAMA,
on SATURDAY, the 25th January,
at Noon, taking Passengers and Freight
for Japan, the United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained upon applica-
tion.
Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of 24 in addition to the regular tariff rate.
Passengers holding orders FOR OVER-
LAND CITIES in the United States and
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
route.

Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Overland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Panama, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.
Companies Involved to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of this
Company, No. 7, Praya Central.
J. S. VAN BUREN,
Agent,
Hongkong, January 6, 1896.

Intimations.

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

No. A
40.—Anderson, Capt., East Point.
24.—Anderson, Capt., Praya Central.
8.—Arnhold, KARBURG & Co.
66.—Blackhead & Co.
65.—Blackhead, F., Residence.
33.—Bradley & Co.
39.—Butterfield & Swire, Peak Residence.
36a.—Do. do. Quarry Bay.
18.—Do. do. Shipping Office.
36.—Do. do. Sugar Office.
75.—Caldbeck, Macgregor & Co.
42.—Canadian Pacific Railway Co.
124.—Canton Insurance Co.
111.—Carmichael & Co.
128.—Chan Choy, Residence.
105.—Chan Sui & Co.
115.—Choo Tien, Residence.
22.—China Mail Office.
23.—China Sugar Refinery, East Point.
71.—Do. do. Town Office.
117.—Ohb, Hongkong.
10.—Do. Peak.
107.—Comptroller, Douglas Laprak & Co.
58.—Do. do. Residence.
78.—Cousins, J. B.
12.—Daily Press Office.
65.—Dairy Farm Co. Office.
127.—Dairy Farm, Pok-foo-lum.
121.—Dandy, W.
72.—David, A. T., Residence.
63.—Do. do. do.
123.—Detective Dept., (Chinese).
25.—Dock, Aberdeen.
20.—Dock Co.
80.—Dr. Atkinson, Residence.
83.—Dr. Bell, Residence.
127.—Dr. Gerlach, Residence.
2.—Dr. Hartigan, Cantile and Stedman.
1.—Dr. Jordan, Office.
43.—Do. do. Residence.
53.—Dr. Stedman, Residence.
41.—Dodwell, Carlill & Co.
17.—Douglas Laprak & Co.
68.—Electric Co.
64.—Electric Co., Residence.
74.—Fletcher & Co.
48.—Gas Co., East Point.
47.—Do. West Point.
31.—Gibb, Livingston & Co.
6.—Goldown Co., Office.
21.—Goldown, Residence.
32.—Goldown, Kowloon.
33.—Do. West Point.
44.—Government House.
50.—Harbour Office.
99.—Harting Buchmann & Monzell.
66.—Harling, G., Residence.
39.—Hartman & Stuart, Residence.
59.—Haskell, D., Residence.
113.—Him Kee & Co.
27.—Holliday, Wise & Co.
101.—H. C. & M. S. Co., Office.
102.—H. C. & M. S. Co., Wharf.
9.—H. & S. Bank.
84.—H. & S. Bank, Mess.
1.—Hongkong Telegraph Office.
12.—Hongkong Fire Insurance Co.
13.—Hop Hing Hong.
26.—Hospital, Alice Memorial.
80a.—Do. Government Civil.
3.—Do. Peak.
32.—Hotel, Hongkong, Public Telephone.
39.—Do. do. do.
58.—Do. New Victoria.
29.—Do. Peak.
82.—Ho Tung, Bonham Street.
77.—Do. Praya Central.
59.—Do. do. Residence.
37.—Humphreys, J. D., Residence.
68.—Humphreys & Son.

108.—Kow Hong Tak.
64a.—Kennedy, J., Causeway Bay.
64.—Do. do. Horse Repository.
107.—Kin Fat Hong.
66.—Kirk, H. H., Residence.
120.—Kirk, J., Residence.
70.—Kramer, J., Residence.
01.—Lam & Rogers.
92.—Lam, J., Residence.
97.—Lam, Crawford & Co.
117.—Land Investment Co.
89.—Layton, B., Office.
90.—Do. Residence.
122.—MacCallum, J. B., Residence.
108.—Man Onen Yuen.
98.—Man On Insurance Co.
112.—Mellers & Co.
113.—Marty, A. R.
123.—Nam Tai Hong.
6.—Nam Wo & Co.
119.—Natal Hospital.
109.—Natal Yard.
113.—Optical Factory.
46.—Opium Farmer.
10.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
15.—Police Station, Central.
34.—Ray, E. C., Residence.
51.—Ray and Davies.
103.—R. E. Guard Room.
104.—R. E. Mess.
45.—Rope Factory.
52.—Sailors' Home.
38.—Santarem, Pok-foo-lum.
94.—Samson, M. S., & Co.
99.—Shewan & Co.
81.—Siemens & Co.
100.—Sperry Flour Co.
61.—Stevens, G. R., Office.
62.—Do. do. Residence.
14.—Telegraph Companies.
23.—Tong, C. A., Residence.
94.—Train Station, Peak.
93.—Tung Koo.

16.—Watson & Co.
53.—Webster, L., Residence.
76.—Wong, W. H., Residence.
124.—Yon, A., Praya Central.
38.—Yon Fat Hong.
95.—Yon Lam Yee.
PRIVATE TELEPHONE LIST.
Jardine, Matheson & Co., East Point.
Meyer & Co.
North China Insurance Co.
Trauma Company.
In case of FIRE ring up No. 15.

W. STUART HARRISON,
Manager.

WASHINGTON BOOKS.

(In English and Chinese.)
WASHINGTON BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, 81 each.
China Mail Office.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI
The Steamship
Katsu,
Captain SOMMERVILLE,
will be despatched on
THURSDAY, the 9th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, January 7, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR NAGASAKI VIA AMOY.
The Steamship
Kiuyang,
Captain DAWSON, will be
despatched on THURSDAY,
the 9th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, January 7, 1896.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY & YOOCHOW.
The Co.'s Steamship
Haitan,
Captain ROGER, will be
despatched for the above
Ports on FRIDAY, the 10th Instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAK & Co.,
General Managers,
Hongkong, January 7, 1896.

SHELL LINE OF STEAMERS.
FOR GENOA AND MARSEILLES.
The Co.'s Steamship
Clara,
Capt. D. T. DAVIS, will
be despatched as above
on the 10th January, 1896.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents,
Hongkong, December 30, 1895.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR YOKOHAMA AND KOBE.
The Steamship
Clara,
Capt. D. T. DAVIS, will be
despatched on FRIDAY,
the 10th January.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, January 2, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR WUHU.
The Steamship
Singai,
Captain KIRBY, will be
despatched for the above
Port on or about 23rd Instant.
For Freight, apply to
SHEWAN & Co.,
Agents,
Hongkong, January 6, 1896.

SHIRE LINE OF STEAMERS.
FOR LONDON, HAMBURG AND
ANTWERP.
The Steamship
Glamorgan,
Captain VIVIAN, will be
despatched for the above
Ports on SATURDAY, the 25th Instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, January 3, 1896.

FOR NEW YORK VIA SUEZ CANAL.
Following the S.S. *Polyphemus*,
will be despatched about
4th February.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, January 4, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, TOWNS-
VILLE, BRISBANE, SYDNEY
AND MELBOURNE.
The Steamship
Changsha,
Capt. WILLIAMS, will be
despatched as above on
TUESDAY, the 14th Instant, at 3 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, January 8, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.
The Steamship
Supai,
Captain QUINN, will be
despatched on SATUR-
DAY, the 18th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, January 7, 1896.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Polyphemus,
Capt. TOWNSEND, will be
despatched as above on
or about the 12th January.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, December 24, 1895.

CHINA NAVIGATION COMPANY,
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